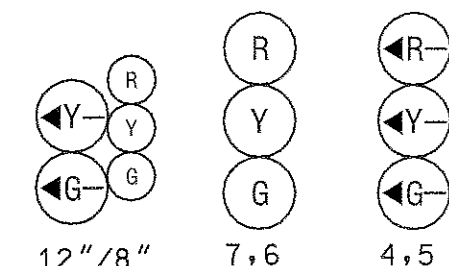
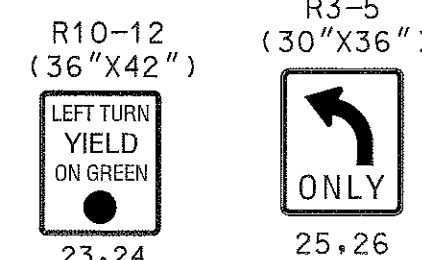


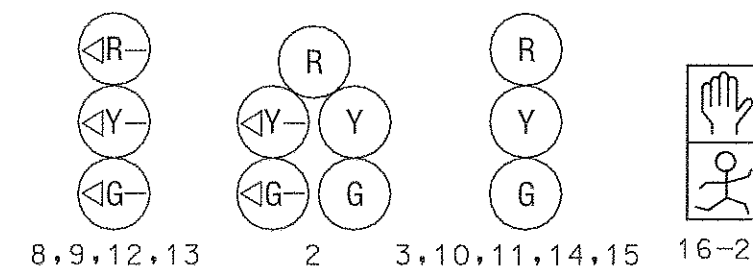
PROPOSED SIGNALS



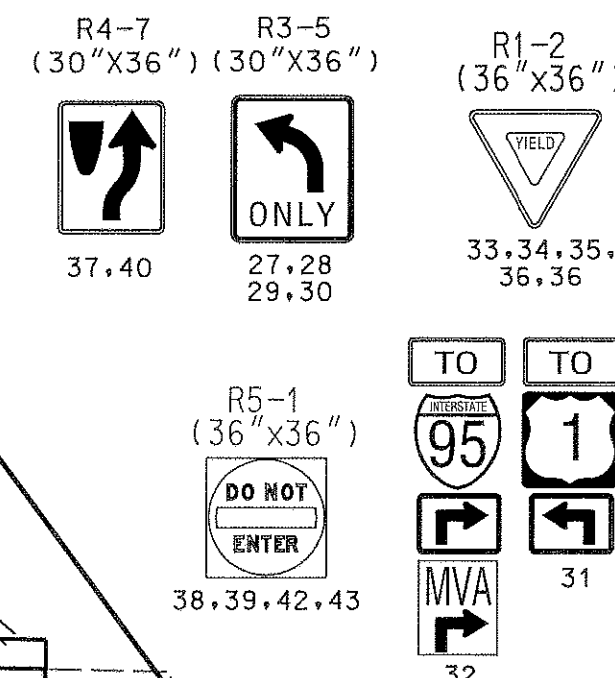
PROPOSED SIGNS



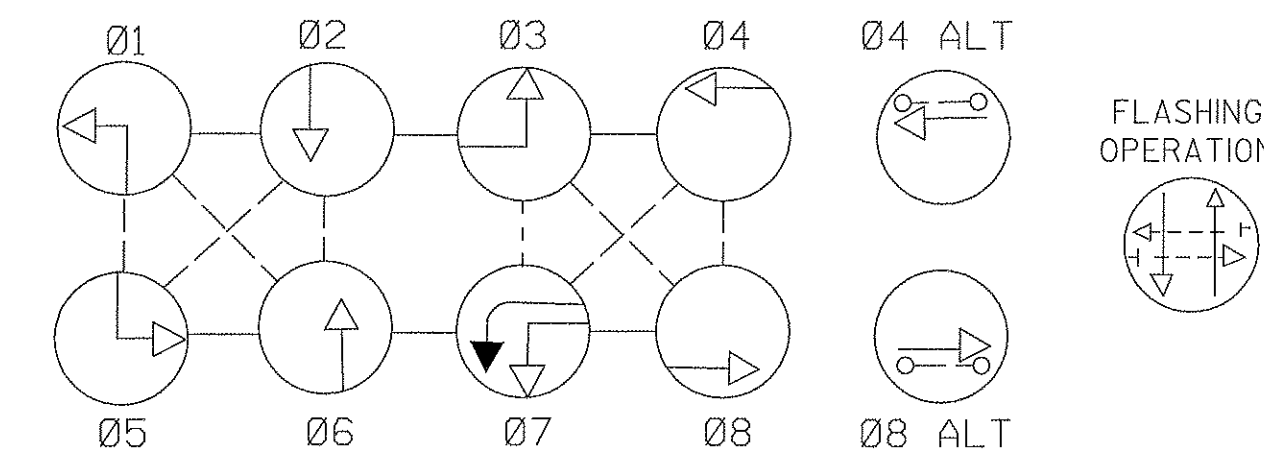
EXISTING SIGNALS



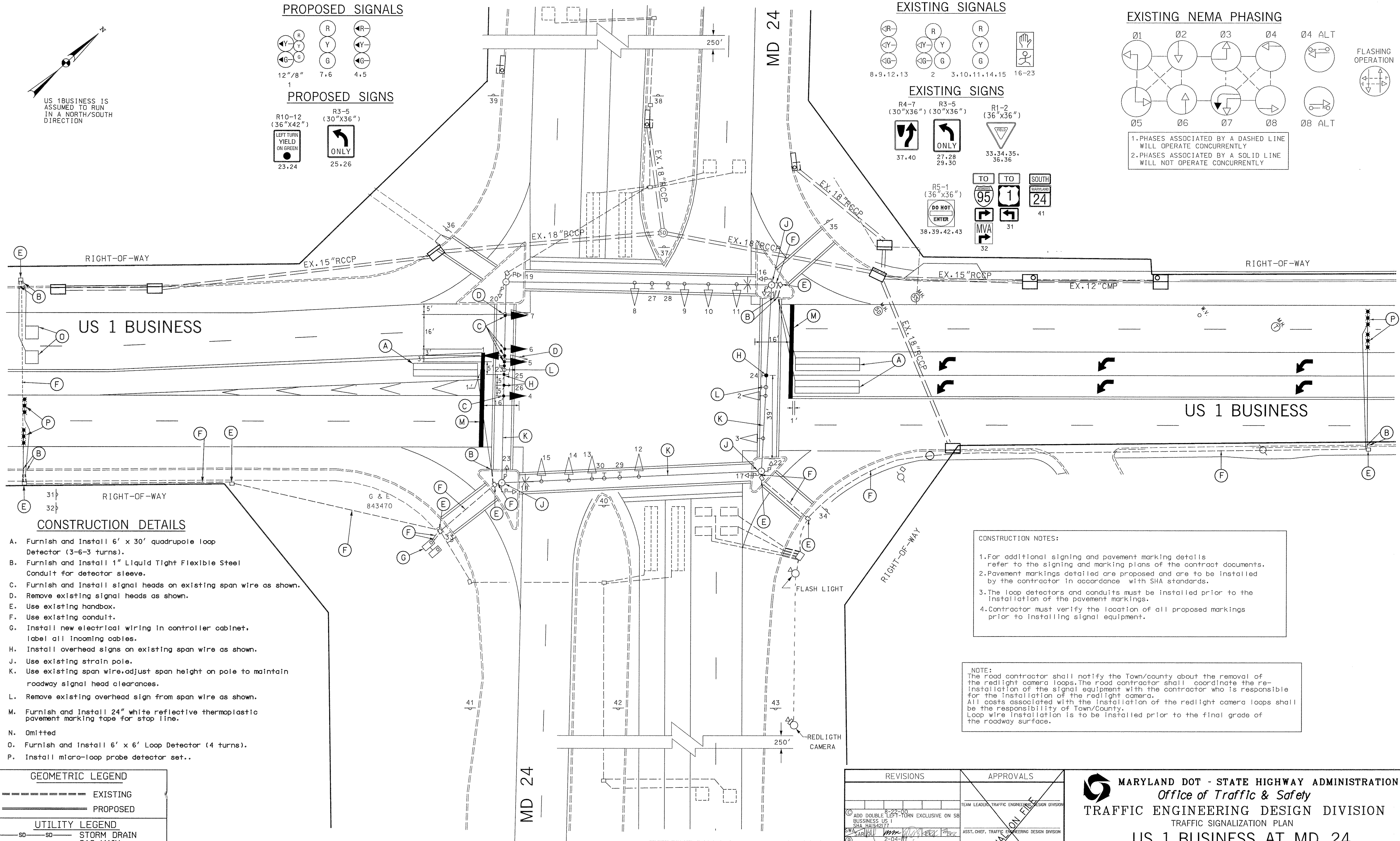
EXISTING SIGNS



EXISTING NEMA PHASING



- 1. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
- 2. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY



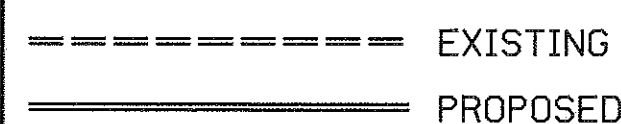
CONSTRUCTION DETAILS

- A. Furnish and Install 6' x 30' quadrupole loop Detector (3-6-3 turns).
- B. Furnish and Install 1" Liquid Tight Flexible Steel Conduit for detector sleeve.
- C. Furnish and Install signal heads on existing span wire as shown.
- D. Remove existing signal heads as shown.
- E. Use existing handbox.
- F. Use existing conduit.
- G. Install new electrical wiring in controller cabinet, label all incoming cables.
- H. Install overhead signs on existing span wire as shown.
- J. Use existing strain pole.
- K. Use existing span wire, adjust span height on pole to maintain roadway signal head clearances.
- L. Remove existing overhead sign from span wire as shown.
- M. Furnish and Install 24" white reflective thermoplastic pavement marking tape for stop line.
- N. Omitted
- O. Furnish and Install 6' x 6' Loop Detector (4 turns).
- P. Install micro-loop probe detector set..

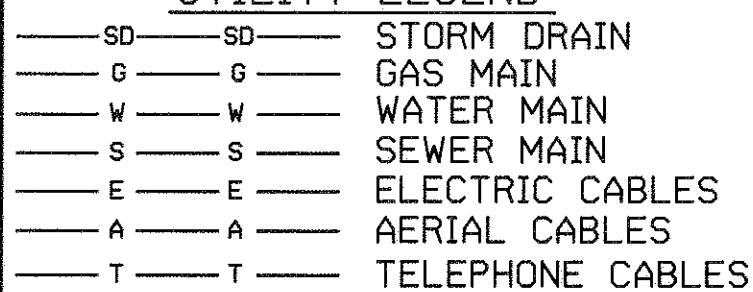
- CONSTRUCTION NOTES:
- 1. For additional signing and pavement marking details refer to the signing and marking plans of the contract documents.
 - 2. Pavement markings detailed are proposed and are to be installed by the contractor in accordance with SHA standards.
 - 3. The loop detectors and conduits must be installed prior to the installation of the pavement markings.
 - 4. Contractor must verify the location of all proposed markings prior to installing signal equipment.

NOTE:
The road contractor shall notify the Town/county about the removal of the redlight camera loops. The road contractor shall coordinate the re-installation of the signal equipment with the contractor who is responsible for the installation of the redlight camera. All costs associated with the installation of the redlight camera loops shall be the responsibility of Town/County. Loop wire installation is to be installed prior to the final grade of the roadway surface.

GEOMETRIC LEGEND



UTILITY LEGEND



REVISIONS

NO.	DATE	DESCRIPTION
1	8-22-80	ADD DOUBLE LEFT-TURN EXCLUSIVE ON SB BUSINESS US 1
2	2-04-81	ADD DOUBLE LEFT-TURN & REVISE CABINET LOCATION
3	3-29-86	REVISED POLE LOCATION ON N.E. CORNER

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION	ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
		DIRECTOR, OFFICE OF TRAFFIC & SAFETY



MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION PLAN
US 1 BUSINESS AT MD 24

DRAWN BY: W. RICHARDSON	F.A.P. NO. H520-501-470	T.S. NO. 1947-C	SHEET NO.
CHECKED BY: 1"=20'	COUNTY: HARFORD	T.I.M.S. NO. D157	OF
DATE: May 24, 1984	LOG MILE: 121300101.98		



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98-22-task-3/d157ap01.dgn